

THE COMMONWEALTH OF MASSACHUSETTS

ANNUAL REPORT

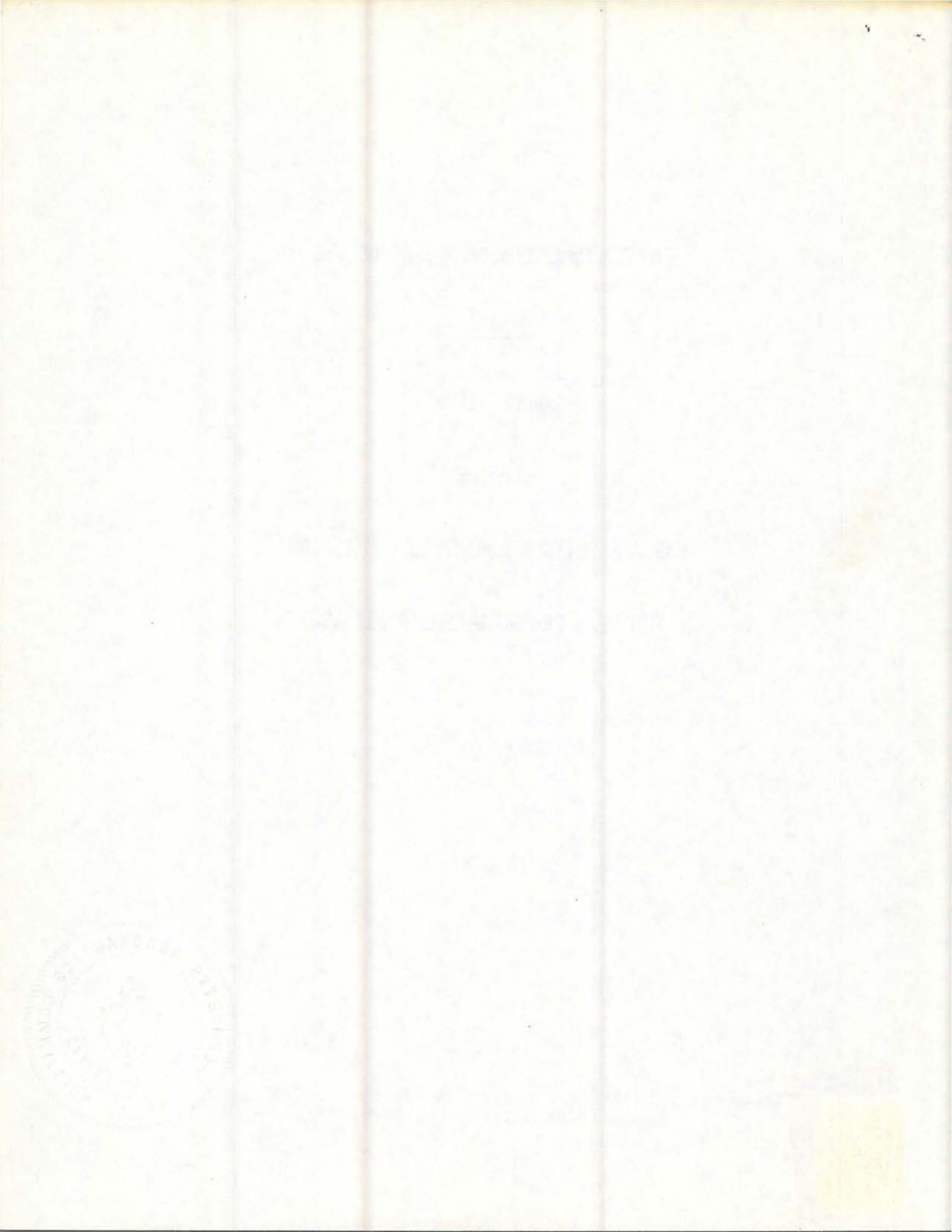
OF THE

MASSACHUSETTS AERONAUTICS COMMISSION

FOR YEAR ENDING DECEMBER 31, 1982

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The Commission's major accomplishments for 1982 included—

- Obtained federal grants for \$2,929,613 covering 90% of the costs of capital improvements at nine Massachusetts airports in only 19 working days.
- Completed and published pilot study of the economic importance of Beverly Municipal Airport to the surrounding communities.
- Instituted state regulations covering heliports and the newly popular ultralight aircraft.
- Arranged and obtained the conversion of both full instrument landing system (ILS) approaches to Westover Air Force Base for civil aircraft use, following our 1981 certification of Westover for joint civil/military operation.
- Expanded, by more than half, and installed radio-controlled lighting on the helipad the MAC operates on Nashua Street in Boston.
- Installed a new state-operated navigational radio beacon to serve Marshfield Municipal Airport.
- Instigated White House programs involving joint civil/military use of military airfields and state/local operation of some control towers.
- Culminating several years of negotiation and controversy, arranged for the repaving of the main runway at Norwood Airport.

We started and ended the year with a staff of nine.

Airports

We issued Certificates of Approval for commercial operations to 24 municipal airports, 25 privately-owned airports, one municipal and four privately-owned seaplane bases and one privately-owned balloonport. The privately-owned commercial airport in Agawam closed during 1982.

We were also notified of the operation of 56 private-use landing fields, 88 private-use heliports and 21 private-use seaplane bases.

Once again, as in 1981, the federal Airport Development Aid Program (now renamed Airport Improvement Program) was renewed by Congress very late in the federal fiscal year. And once again, the Aeronautics Commission was prepared. In 19 working days, we obtained nine grants totaling \$2,929,613. To this, we added the same number of state grants, worth \$243,981.

Airport Improvement Projects to be Completed in 1983:

Lawrence	Rehabilitate Lighting, Runway 5/23
	Mark Runway 5/23
	Light Taxiways "A" & "B"
	Relocate Electric Vault
	Approach Clearing, Runway 5/23

Airports (continued)

Martha's Vineyard	Construct Crash/Fire/Rescue Building
Nantucket	Reconstruct 2,500 ft. of Runway 6/24
Norwood	Reconstruct and Mark Runway 17/35
Plymouth	Land Acquisition
Provincetown	Reconstruct Apron and Stub Taxiway Install Segmented Circle
Worcester	Approach Clearing, Runway 11/29

Airport Planning Projects to be Completed in 1983:

Hyannis	Environmental Impact Study (EIS/EIR) of Runway 15 Extension
Norwood	Study and Environmental Review of Aircraft Parking and Taxiway Options
Pittsfield	Airport Master Plan
Westfield	Feasibility Study of Pavement Rehabilitation and Obstruction Clearance

Airport Improvement Projects Completed in 1982:

Boston (Nashua St. Helipad)	Expanded operating area Installed radio-controlled lighting system
Fitchburg	Land Acquisition
Hyannis	Land Acquisition Purchased Snow Removal Equipment
Marshfield	Installed Navigational Radiobeacon
Nantucket	Reconstructed Taxiway and Apron
Southbridge	Installed Fencing
Westfield	Land Acquisition

Airport Planning Projects Completed in 1982:

Beverly	Economic Importance of Airport
Hyannis	Master Plan Update
Westfield	Master Plan Update
Worcester	Master Plan Update

Operations

Registrations

By the end of 1982, which marked the end of the biennial aircraft registration period, we had registered 1838 aircraft. This compares with 1960 aircraft at the end of the last registration period in 1980, indicating that the total number of aircraft in Massachusetts had declined slightly.

Inspections

Routine inspections of our various navairports, along with annual and routine inspections of all airports, heliports, seaplane bases, parachute jump centers, and a balloonport, were conducted during the year. Prior to issuing annual Certificates of Approval, inspections were accomplished to determine that the minimum requirements, established by the Commission's Laws and Regulations, had been met.

Airport Managers

61 airport managers were licensed by the Commission in 1982.

Accidents

During 1982, we recorded 62 aircraft accidents of which four were fatal and involved five deaths. Of these, the World Airways' DC-10 accident in January was investigated in detail by two of the Commission's employees, who were made a party to the National Transportation Safety Board (NTSB) investigation team.

The remaining three fatal accidents were investigated in detail, and of these, the first ultralight aircraft fatal accident to occur in Massachusetts was investigated. During 1982, several non-fatal ultralight aircraft accidents occurred. More will be addressed on this issue in a later section of the report. The total number of accidents reflects an increase of 11 over 1981.

Lectures

Operations personnel continued giving lectures on Aeronautical Laws and Regulations, ground safety, as well as accident and violation reporting procedures to law enforcement agencies. Additionally, lectures were delivered on aviation safety to pilot groups and on airport related issues to community groups.

Flight Instructor Seminars

We again sponsored two Flight Instructor Refresher Courses in 1982, our 30th and 31st; during April, 144 flight instructors attended and 79 attended the October course. To date, 2760 flight instructor certificate renewals have been issued since we started sponsoring these courses. These seminars update and standardize flight instruction with the aim of reducing aircraft accidents and improving safety. Two additional refresher courses are scheduled for April and October 1983, with two on request for 1984.

Waivers and Permits

Some aerial activities require regulation waivers or permits to be lawful. 207 were issued during 1982. 106 of these were for sport parachuting at locations other than parachute jump centers certified by the Commission. 75 were permits for supervisory parachute jump approvals. The remainder were for agricultural aerial spraying and dusting, pipeline patrol, air shows, wildlife and forest fire patrol, scientific research and electronic testing.

Operations (continued)

Aids to Navigation

During 1982, we continued operation of our electronic aids to navigation, that include radiobeacons at Beverly, Fall River, Fitchburg, Great Barrington, Orange, Plymouth, Provincetown, Taunton and Worcester. In December, our radiobeacon at Palmer was recommissioned and as of the end of the year we awaited commissioning of the newly installed radiobeacon at Mansfield. We also continued operating fan markers at Beverly and Great Barrington, as well as approach lights at Beverly, Pittsfield, Plymouth and Provincetown. During the same period, we installed several airport rotating beacons and radio-controlled runway light switches at several airports. The switches substantially reduced airport lighting costs. We automated the monitoring systems for our radiobeacons so that if an outage occurs, we will be notified within three minutes. This expedites the issuance of a NOTAM and the repair of the facility.

Ultralight Aircraft
Operations

The exploding popularity of ultralight aircraft, unfortunately, has been accompanied by a significant increase in the accident rate, as evidenced by several accidents during the last half of 1982. In an attempt to arrest the increasing accident rate, we have initiated operational meetings with key industry leaders, with the goal of having the industry do its own policing under our guidance to improve its safety record, much as has been accomplished by the parachuting community.

Air Traffic

Since the PATCO walkout, many trainees and new controllers have been brought into the area. As a result, we have supported meetings between the Boston Tower personnel and the user community in an effort to provide mutual understanding and cooperation between the operational problems of both groups. We have spoken to classes of trainees at the Boston Tower and provided area familiarization flights for tower personnel.

Downtown Boston
Heliport

The Department of Public Works Heliport at Nashua Street, under the operational control of the Aeronautics Commission, has undergone two important changes during 1982. In August, it was expanded by 60% of its original size to accommodate short-term helicopter shutdowns. In November, we lighted the heliport and installed a radio-controlled switch for activating the lights. Since then, due to its close proximity to major medical facilities, the heliport has played a life-saving role as a landing area for helicopters carrying critically injured patients.

Hospital Heliports

Many hospitals became trauma centers during 1982. To qualify, the hospital is required to have at its disposal a 24 hour lighted heliport. We provided our expertise to hospital administrations in establishing hospital heliports. To date, 19 hospital heliports have been created throughout the Commonwealth. More will be coming on the line in 1983.

Promotion

Aviation Education

We continued our support of education programs through our active participation as a member of the Massachusetts Aviation Education Council (MAEC). The Council sponsored High School Career Days and conducted teacher workshops. We continued addressing classes at the State Police Academy on basic accident site safety procedures and aviation law. Our Manual of Aeronautical Information and Accident Investigation Procedures remained available for distribution to state and municipal law enforcement agencies.

Airport Directory

We prepared and updated a new color airport directory/map during the year. Though it has undergone some delays in printing, we anticipate it will be ready for distribution during 1983.

Civil Defense

In December, we updated our Massachusetts State and Regional Disaster Airlift (SARDA) Plan. This is a booklet on all the aeronautical facilities available to Civil Defense and allied support activities involved in recovery operations following national disasters.

Flight Operations

During 1982, we continued flight operations with the Commission's two aircraft. The Hughes 500 helicopter was used exclusively for air transportation by key personnel from various state agencies, while the Commission's Cessna 182 was used primarily for airport and navaid inspections, accident investigation and law enforcement.

Federal/State Cooperation

The Commission's personnel continued to work during 1982 on the promotion and development of aviation and aviation safety by meeting with various federal groups to exchange accident and law enforcement information, to discuss airport improvements and changes in federal regulations.

Statement of Special Appropriations Balance February 1, 1983

<u>Account No.</u>		<u>Balance</u>
6006-8661	State's Share - Airport Construction	\$ 966
6006-8681	State's Share - Airport Construction	12,497
6006-8711	State's Share - Airport Construction	25,465
6006-8721	State's Share - Airport Construction	32,532
6006-8731	Airport Capital Outlay Plan, Acts of 1973	32,611
6006-8735	Airport Capital Outlay, Ch. 480, Acts of 1979	810,000
6006-8736	Airport Capital Outlay, Ch. 732, Acts of 1981	1,100,000
	Total	\$2,014,071

Receipts from Federal Aviation Administration

Airport Construction Grants (Airport Development Aid Program, ADAP) —

Period January 1, 1982 through December 31, 1982

\$ 601,262

Plans for 1983

Federal airport development funds through Fiscal 1987 were authorized by Congress late in 1982.

Airport improvement brings millions of dollars each year into Massachusetts and provides urgently needed airport facilities and repairs. The current cost distribution formula is 90% Federal (Airport Improvement Program), 7½% Massachusetts Aeronautics Commission (Bond Funds), and 2½% Local Airport Sponsor. Our ongoing program of reviewing airport development proposals will be itself scrutinized and reviewed in 1983 so as to obtain the maximum benefit from our tax dollars. High priority will be given to projects that will lessen the noise impact on airport neighbors under the approaches to runways. We will continue our ongoing program of reviewing potentially noise-sensitive development and conversion projects in areas near runway ends for environmental compatibility.

The Massachusetts Aeronautics Commission is applying for a federal grant to update the 1980 Massachusetts Airport System Plan. This Continuous Airport System Planning Process (CASPP) will permit ongoing review of the state's airports and provide a federally-funded planning capability within the MAC.

We have also applied for an additional federal grant to study land use and aircraft noise impacts near airports. This study will better determine means of promoting compatibility between aircraft operations and airport neighbors; this project will operate in conjunction with our proposed CASPP program.

In our ongoing program of providing aids to air navigation in Massachusetts, the Aeronautics Commission plans to install a new state-of-the-art transistorized radiobeacon at Northampton, and to replace the last of our old tube-type sets at Taunton and Plymouth. When these projects are completed, we will have installed more than a dozen of the highly reliable electronic navigation aids at airports throughout the Commonwealth, offering safe and efficient guidance to aircraft approaching these airports during poor and inclement weather conditions.

We updated the Certificate of Approval for commercial airports which will be issued after inspections in 1983.

We hope and intend to work even more closely with the Massachusetts Port Authority (Massport) in 1983 toward improving the airport and heliport system serving the Greater Boston area. Increased cooperation can only improve the efficiency and productivity of both agencies.

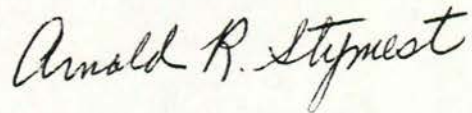
The Aeronautics Commission's program of keeping the aviation community informed of developments that would affect its well-being and growth, and of enlisting the aid of aviation users to support favorable developments and oppose unfavorable ones—rather than relying 100% on the efforts of the Commission's diminished staff—has proved to be both effective and efficient. We will continue this program in 1983.

As always, safety must remain our foremost concern. Within the limitations of our budget, we will continue to perform our mandates to develop and foster aviation in the Commonwealth by updating our airport system to meet its users' needs, installing and operating aids to air navigation and the safety of flight, testifying before state and federal regulatory and

Plans for 1983 (continued)

legislative bodies, planning ahead for the orderly development of the aviation system in Massachusetts, and enforcing the aeronautical laws and regulations of the Commonwealth.

Respectfully submitted,



Arnold R. Stymest
Director of Aeronautics

Chairman: Malcolm Woronoff

Members: Anne B. Baddour
James A. Brickett
Allan F. Jones
Francis X. Messina

